

PIREPS

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Investing in Airport Professionals: New NASAO Partner Program Launches August 1

By Jeremy Borrell

The Nebraska Department of Transportation's Division of Aeronautics is pleased to introduce a new opportunity to strengthen our airport system through professional development and national engagement. Beginning August 1, the Division will sponsor the NASAO Airport Partner Membership Program for eligible public-use airports across the state.

This program, administered through the National Association of State Aviation Officials (NASAO), provides access to a wide range of resources including industry webinars, policy updates, training modules, and networking tools. The goal is simple: equip our airport sponsors and staff with the tools they need to thrive in a rapidly evolving aviation landscape.

The Division is covering the full cost of annual membership fees based on airport classification, with login access ranging from 3 to 20 users per airport. To

maintain eligibility, participants must meet a basic usage threshold—measured by accumulated logins or educational modules completed. It's a small commitment for a substantial return.

This is more than a subscription—it's an investment in the people who keep Nebraska's airports running. I encourage every eligible airport sponsor to take full advantage of this program. As we continue working together to maintain and grow our aviation infrastructure, programs like this help ensure our workforce remains informed, connected, and prepared.

In the coming week, the Division will reach out to each eligible airport to request contact information for the individuals who should receive NASAO login credentials. Your timely response will help ensure everyone is set up and ready to access the platform on day one. ■

Calendar of Events

July

- **7/11** | LNK Outdoor Movie Night Series: Big Hero 6 | Starting at 7pm
- **7/19** | Corn Dog Days of Summer Fly-In/Drive-In | Blair Executive Airport (BTA) 2735 NE-133, Blair, NE 68008 | 11am-2pm | Lunch by The Corndog Company, Pilots and PAX eat free. Following lunch, there will be an EAA AirVenture (Oshkosh) arrival briefing in the OAS Hangar
- **7/19** | EAA 680 Fly-In & Car Show | Western Nebraska Regional Airport (BFF) Scottsbluff | 7-11am | Wings Credit: Crosswind Landings presentation @ 9am
- **7/19** | EAA 569 Fly-In Breakfast | Wahoo Municipal Airport (AHQ) | 8-10am | suggested donation: \$10/adults; \$5/kids
- **7/26** | NEAAA Hamburger Fly-In | Hastings Municipal Airport (HSI) | 11:30am-1pm

- **7/27** | Genoa (97Y) Fly-In | 7-11am | Free breakfast to anyone who flies in | Contact: Richard Gaant (Airport Manager) at 402-270-5103
- August**
- **8/3** | Red Cloud Breakfast Fly-In | Red Cloud Municipal Airport (7V7) | Free breakfast to pilots flying in | Contact: Jim Farmer 402-746-4132
- **8/8-8/10** | Hero Weekend - Mach 3: SR-71 Blackbird Declassification (August 8-10) and Hero Fest (August 9) | Strategic Air Command & Aerospace Museum, 28210 W. Park HWY, Ashland, NE 68003 | 9am-5pm | <https://www.sacmuseum.org/visit/events/>
- **8/14-17** | The Old West Balloon Fest | Mitchell Airfield, 60653 Mitchell South Rd, Mitchell, NE 69357 theoldwestballoonfest.com

- **8/16** | EAA 569 Fly-In Breakfast | Wahoo Municipal Airport (AHQ) | 8-10am | suggested donation: \$10/adults; \$5/kids
- **8/22-8/24** | NEAAA 44th Annual Fly-In | Hastings Municipal Airport (HSI) | <https://www.facebook.com/NebrAAA> | Contact Justin Morris at 308-240-4202
- **8/30** | NEAAA Hamburger Fly-In | Hastings Municipal Airport (HSI) | 11:30am-1pm
- September**
- **9/04 – 9/07** | 2025 Tandem Wing Fly-In | O'Neill Municipal Airport (ONL) | A fly-in event for pilots and builders of Tandem Wing aircraft and specifically, the Quickie and Dragonfly aircraft. | Block of rooms available for participating pilots/builders, contact event hosts through the Facebook page: The Stearns Family Quickie

- Q200 - A Homebuilt Aircraft Story
- **9/06** | EAA 804 Fly-In Breakfast | O'Neill Municipal Airport (ONL) | 8:00am
- **9/20** | EAA 569 Fly-In Breakfast | Wahoo Municipal Airport (AHQ) | 8-10am | suggested donation: \$10/adults; \$5/kids
- **9/27** | NEAAA Hamburger Fly-In | Hastings Municipal Airport (HSI) | 11:30am-1pm
- **9/27** | Sandhills Fly-In and Poker | Dismal River Club Airport 82NE | 9am-12 noon CDT | Flour drop and spot landing, Silent Auction, Poker Run ending at Oshkosh | Contact Josh Vinton sandhillsflight@gmail.com
- **9/28** | Arthur Fly-In NE33 | 9am-12 noon CDT | Flour drop and Spot landing | Contact Josh Vinton sandhillsflight@gmail.com

"Glimpses of Gordon" at Nebraska's Annual State Fly-In June 7, 2025

By Diane Bartels



The day dawned beautifully with blue skies and hopes that calm winds would prevail at Gordon Municipal Airport. With the sound and sight of airplanes on their downwind leg to Runway 22, it reminded the community that in the afternoon previous, two CJ6s in formation from Columbus NE had flown around the town with "airshow" smoke trailing behind. Individuals in the community, businesses, organizations, city government and the airport authority had stepped up to host the 33rd Nebraska State Fly-In.

People came by airplane, motorcycle, truck or SUV from Kansas, Nebraska, South Dakota and Wyoming. Around 250 people were in attendance and had the opportunity to talk with pilots and be close-up to the 27 various makes and models of airplanes. Medical transport helicopters, planes and emergency ground vehicles helped to support the importance of having an airport in the community.

The traditional fly-In breakfast was hosted by the FFA/4-H in the main hangar. With the announcement of the formal opening, people gathered to pay their respects to the presentation of The Colors by the American Legion, the singing of the "Star-Spangled Banner" and words of the invocation. Youth were observed with little reminding that the proper hand was over the heart.

The rest of the day was filled with food vendors, booths, airplanes, and awards for flying events. It was a great day in Gordon, Nebraska.

Byron Wayne Cronk, Torrington, Wyoming, wanted to fly ever since he was fourteen. A cousin flew him to Oshkosh. Kitfox was debuting a new model. He never forgot his dream to fly in his own airplane. 30 years later he started flying lessons, bought a Kitfox II on sale and construction began in his garage. Conversations with others led him to believe if you have a project nearby, and work on it consistently, it will be accomplished. Sections of the airplane, one at a time, were taken to his hangar where it would be reassembled. Byron finished in four years. He remembers his father always telling him to finish something you have started. Byron did just that. His dream has come true.



Joseph Julius, instructor at Western Nebraska Community College in Sidney. His presence offered information and encouragement to those interested in the maintenance side of aviation. Several WNCC graduates of the program stopped by to visit his booth.



"Glimpses of Gordon" Continued



Members of Red Star Pilots Association, Keith Harbour & Kurt Muhle, Columbus NE, flew their CJ6s in formation for a morning event. AvCraft, Inc. has restored and maintained the Nanchang Chinese trainers for owners throughout the Midwest for over 40 years.



Keith Harbour is ready to take Ken Costello on his raffle-winning ride in CJ6, 52



Kurt Muhle is ready to take Nick Rosane on his raffle-winning ride in CJ6, 919



Monte and Sheila Orr, Hay Springs, NE, owners of a Navy 1943 Stearman with their son, Kent, Kearney, NE. Monte's father flew a Stearman in WWII. Working beside his father in earlier days, Monte credits his father, whom he said taught him everything he knew about restoring his own Stearman N2S-5.



Ryan Stuhlmiller, pilot of his 1976 Cessna 182 and Riley Graham, drop master, came within 25 feet of the drop target with a 5lb bag of flour. That afternoon, both men had finished their day of work at Flying RHINO Aviation, Alliance NE, and flew east of north to check out the fly-in. They shared the \$50.00 prize!



Photo Booth in Main Hangar

"Glimpses of Gordon" Continued



Ron Cashon, American Legion Rider, Chadron NE, joined a group of other riders from surrounding communities to enjoy a day at the airport.



Gordon American Legion Post 34 presents The Colors.



"Fly Me, Uncle Will," Keira begs.



This Rapid City, SD, family loves fly-ins and air shows. They rarely miss one if within driving distance.



Host plaque presented to Ken Costello, State Fly-In Coordinator, by Diane Bartels, Nebraska Aviation Council. 722. ■

Class E Airspace (Revisited)

By David Morris

Have you ever wondered why we have weather minimums in aviation? Imagine you're flying Instrument Flight Rules (IFR) and pop out of a cloud layer and you spot a Visual Flight Rules (VFR) aircraft below. The VFR weather minimums should give both of you enough time to see and avoid each other.

Here's what we need to fly VFR through Class E airspace below 10,000 feet Mean Sea Level (MSL):

- 3 Statute Miles Visibility
- 500' Below Clouds
- 1,000' Above Clouds
- 2,000' Horizontally From Clouds

If we fly 10,000' MSL and above in Class E airspace, the weather minimums are increased. So, why do the requirements change at 10,000' MSL? Think about aircraft speed restrictions; FAR 91.117 states that below 10,000' MSL, we cannot exceed 250 knots without a clearance. This helps separate slower flying aircraft from larger, faster aircraft by allowing more time to see and avoid each other. Once we go above 10,000' MSL, speeds increase. So, to provide enough time to see and avoid aircraft, our weather minimums increase, too. The toughest challenge about Class E airspace may be recognizing where it starts.

Generally Class E airspace begins at 1200' AGL. VFR sectionals show areas where the floor of Class E airspace begins at altitudes other than 1200' AGL. In some areas the Class E begins at 700' AGL. So why does Class E airspace suddenly drop from 1200' AGL to 700' AGL in some areas. The Class E airspace is lowered to provide protection for IFR aircraft executing an instrument approach or departure to/from an airport, and is identified by a magenta shading around the airport.

On occasion the Class E airspace extends down to the surface. The purpose here is to provide IFR aircraft protection all the way to landing, not just to 700' AGL. Surface based Class E airspace can be related to the protection found in Class B & C airspace, just a much less-controlled version of those types of airspace. Also, surface based Class E airspace requires a minimum ceiling of 1000' and three statute miles (sm) visibility to be considered VFR. If the weather is less than 1000'/3, VFR aircraft will need a Special VFR clearance (1 sm mile visibility/Clear of clouds) to fly in the airspace. If the flight is being conducted during hours of 1 hour after official sunset

to 1 hour prior to official sunrise, the pilot is required to be instrument rated and the aircraft must be equipped for instrument flight. Surface based Class E airspace is identified by a dashed line around the airport. All airports with a surface based Class E airspace are required to have a weather station and the ability for aircraft to contact Air Traffic Control (ATC) from the ground. ATC may include a Flight Service Station, a Center facility, or an Approach/Departure facility.

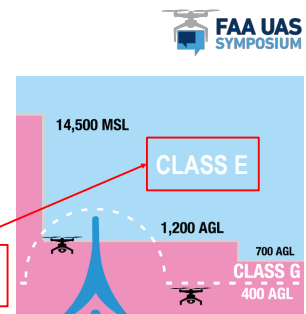
The requirements mentioned herein apply to daytime VFR flight at and above 1200' AGL or 700' AGL; and night VFR flight, above and below 1200' AGL, with one exception: If the aircraft is in the airport traffic pattern, within ½ mile of the runway, for the purpose of takeoff and landing(s), the minimums required are 1 sm visibility and clear of clouds. This requirement was modified many years ago when too many pilots were flying at night below 1200' AGL with 1 sm visibility and clear of clouds when they encountered unusual attitudes and became confused as to being able to identify the horizon.

IFR traffic in Class E airspace is controlled by ATC, and the weather and speed restrictions make sure that IFR and VFR traffic can see and avoid each other. While many of its characteristics may seem arbitrary, it makes sense when we think how aircraft use the airspace. ■

Class E Airspace

- Generally begins where Class Golf ends
 - Typically 700ft or 1,200ft Above Ground Level
 - Unless associated with an airport surface area

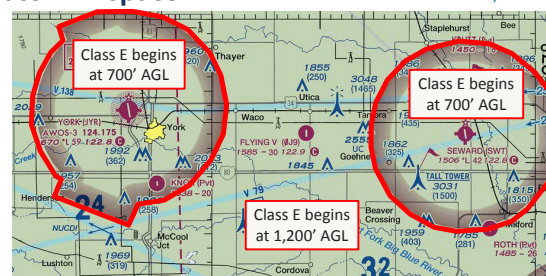
- ATC authorization not required for Part 107 operations



#UAS2019

FAA UAS SYMPOSIUM

Class E Airspace



#UAS2019

FAA UAS SYMPOSIUM